Chichester
Yacht Club

EXTRACTS FROM DINGHY SECTION HANDBOOK

Safety Boat Operating Instructions – Carrot

– Newmatic 420 (large plastic) with 25hp Yamaha 4 stroke, wheel steering

Prerequisites

Race Officer's Keys (on yellow "champagne cork") – from Office or Bar, return after use. (required for Sloop Store, Fuel Bunker, and Buoy Store).

From Sloop Store:
Safety Canister containing first aid kit etc, with kill-cord and boat ignition key attached.
Simrad VHF Radio (see Operating Instructions Section 9)
Wheel clamp keys (on wooden fob).

From Fuel Bunker:
Carrot takes 4 stroke fuel. The vent screw on the tank cap should always be open. Spare fuel is in the two 25lt red containers.

Procedure

Uncover Carrot and fold cover.
Carrot's trailer has a wheel clamp. Remove with key on wooden fob (keys and respective clamps are colour coded)
Ensure all needed equipment is in craft – anchor, throw line, oars.
Install and tie fuel tank to boat.
Unclip kill-cord and key from Safety Canister.
Fit kill-cord fork under button on engine control pod.
Connect fuel pipe to tank, and prime by pumping bulb in fuel line. This should stiffen as the fuel fills the carburettor. Make sure pipe run is not trapped by seat.
Test start engine. The key switch is adjacent to the kill cord button on the engine control pod. Make sure gear lever/throttle is in central neutral position. Lift fast idle lever as far as it will go. Turn key switch clockwise until engine starter runs. Engine should start within 10 seconds, else seek help/problem. Run for not longer than 5 seconds to ensure engine fires and stop engine immediately (key turned anticlockwise).
Caution. Water pump seals will be damaged if engine is run without water cooling.

Launching

It is safest to have at least two people moving Carrot down slipway, one steering, one restraining.
Lift engine to top of travel with electric trim controls, either on engine port side or control pod.
Ensure painter is tied to trailer, restraining boat, before moving trailer to slipway. Remove any wheel chocks.
Push trailer down slip staying on right hand side of slip. It is much easier to recover from dropping off the right side than the left!

Wind permitting, it is best to launch towards the west, running the trailer off the edge of the slipway to give more water under boat. Row the boat to the club pontoon, tie up, lower engine and start engine as above. Run the engine for 4 minutes before trying to manoeuvre, and in this time check that cooling water is running from rear of engine. If not, STOP engine and seek help.
Note. The engines are very quiet and cooling water flow is a good indication that the engine is running.

Driving
To move off, set throttle to closed position, squeeze red interlock button under handle and move gear lever forward. When fully engaged increase the throttle. To go backwards close the throttle, move the gear lever back, and again when fully engaged increase the throttle. Always close the throttle before engaging a gear.

Return
When approaching shallow water it is advisable to raise the engine approximately half way (but checking that the propeller is still completely under water) to ensure that the propeller does not foul the mud or launch/recovery ramp. Some propulsion and steerage is lost but with care this will ensure that the propeller is not damaged. On approaching the trailer, stop and lift engine, pull boat onto trailer.
When trailer is back in storage area remove fuel tank and return to fuel bunker. Remove kill-cord and key, clip to grab canister. Cover boat, and wheel-lock trailer. Return safety canister, radio, and wheel clamp keys to sloop store.

Please enter any deficiencies on Safety Boat Defect clipboard in Race officer's store after sailing.